

THE LATEST NEWS FROM FOREIGN CAPITALS

FAMOUS RUSSIAN ACTRESS
LOSES VALUABLE CANOPY

Mlle. Cecile Sorel Bemoans Mysterious Disappearance of Work of Art.

Paris, Feb. 2.—Mlle. Cecile Sorel, one of the most beautiful women in Paris, who last year was reported engaged to Lord Rosebery, the famous English statesman, is in trouble over an antique bed canopy valued at \$10,000, and said to be a present from her English admirer. The canopy was intended to be placed over a copy of an eighteenth century Marie Antoinette bedstead. It was found, however, to be too cumbersome for the bed which Mlle. Sorel occupied, and so it was sent to a furniture depository.

A few months ago the actress moved into an eighteenth century residence. She now came to the conclusion that her canopy could be utilized, and sent a servant to the depository with instructions to bring it home. The proprietor of the depository stated the actress by declaring that he had never heard of it. Mlle. Sorel took action to recover the canopy.

A witness came forward with the statement that he had seen the canopy in the depository to the repository. Still the proprietor insisted that he had not received it. M. Boucard, the examining magistrate, has been endeavoring to solve the mystery of the whereabouts of the canopy. So far his efforts have not been successful.

Physical Test for Women.
The Swiss Society of Public Utility for Women, established in the chief Swiss towns, is suggesting a daring innovation, which, if successful, will have far-reaching results. The proposition is that young Swiss women should be medically examined on the same system as their brothers are when entering the army; that the measure should be made compulsory; and that a certificate of health and fitness for service should be issued to each girl "recruit."

In a recent report of the society, young Swiss women were urged to undergo the ordeal for the sake of themselves, their families and their country. Further details of the proposal will be given in the society's annual report, to be published shortly.

The czar has personally made Princess Helena of Serbia, who recently visited the czar for Grand Duke Johann of Russia, a present of 1,000,000 rubles as her dowry.

When the marriage of the princess was arranged, King Peter of Serbia insisted that the people of Serbia would give her a dowry of \$300,000, and a bill was introduced into the Skupstina to provide the necessary appropriation, but it met with considerable opposition, not because the legislature were opposed to the grant, but because the Serbian treasury was almost empty and the people found it difficult to pay their taxes. Finally, however, the bill was passed by the scant majority of three votes.

In the meantime, the story of the difficulties made by the Skupstina reached the ears of the czar, who telegraphed his ambassador at Belgrade to ask King Peter to refuse to sign the bill. The telegram was followed by a personal letter to King Peter from the czar, in which he asked the king to thank the people of Serbia for their willingness to present their princess with a suitable dowry, and to ask their permission to let him provide the king with the necessary funds. The king, who is quite understood that the czar's offer could not afford to give so large a sum, King Peter a few days ago, thanked the czar for his generosity in the name of his people.

Get the Spring Fashions.
To get an idea of what the coming spring fashions will be one must go to Nice or Monte Carlo now, for all our ultra smart set have gone south and they are no longer content to take with them the light dresses of the winter, but the wardrobe, the classical tail coat of the white or blue serge, the coat and skirt of satin that everybody knows. They must have something new, prettier, new. And they obtain what they require.

The majority of us would not know how to get out of it, but the Parisienne is an expert at the game, and when the leading dressmakers would smile at the stranger who asks for a novelty in the

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Ulster is the seat of opposition to the movement and has been for centuries, and the feeling is running so high at present that the Unionist leaders, with Sir Edward Carson, at their head, have declared their intention of setting up a separate government in case the home rule bill passes Parliament, and maintaining their independence of the Irish Parliament by force of arms if necessary.

The big demonstration of the week will take place Thursday, when both Redmond and Churchill are scheduled to speak in Belfast.

With a view of pacifying the Unionists, Churchill has asked the Liberal Association to kindly make arrangements for him to speak in some other place than Ulster Hall, and while this has relieved the situation to a certain extent, it by no means furnishes guarantees of safety. It was from the platform of this hall that Churchill's father, Lord Randolph Churchill, in years gone by, made his famous statement: "Ulster will fight and Ulster will be right," and the fact that the son now occupies an entirely opposite position has caused an intense personal feeling against Churchill.

When he first announced his intention of speaking in Ulster Hall, the Unionists made arrangements to hire the hall the night before and pack it with their own followers, who would remain overnight and break up the meeting on the following evening when Churchill would attempt to speak.

Trouble, however, is sure to ensue and in anticipation of it both sides are lining up their followers and preparing for a physical struggle.

The end of the long fight for home rule is apparently in sight, and for this reason the opposition to it is more intense than ever. The Irish Nationalist party has the balance of power in the House of Commons, and by throwing their strength with the Liberals have helped keep that party in power and have sustained their government in the recent crisis. Now, the return for these favors, the Liberal government has agreed to introduce a home rule bill when Parliament convenes on February 13, and its passage by Parliament is assured.

"CARMEN SYLVA" ON LUXURY

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month of January, before the models have been designed for the coming season, the Parisienne is received in the director's sanctum of the great couturier, and after a close inspection—by favor—of the materials that he has selected for his models, he composes something especially for her. Two or three of the three of her prettiest society women have been chosen with M. Paquet, and she is smilingly awaiting the sensation they are to make in a day or two on the promenade des Anglais, or in the rooms of the Casino.

M. Paquet has made a striking departure in taffeta costumes. Not the old black and blue, anemone and green, brown and pink, that all the houses will be making this season, and that we shall soon find in the Magasin de Nouveautés, but a new and entirely new order of ideas. He has received his fair clients one of those old-world combinations of pink and blue, very narrowly, with a hint of yellow, and a hint of pink and yellow rose woven into the silk like a Japanese bouquet. This striped taffeta, with its Old World air, is essentially young, as it is treated by Paquet in the modern movement. He has made a delightful dress with little personal touches indescribable that will make every woman say to herself, "That's the dress I want!"

I talked to M. Paquet about this particular taffeta, and in a few moments he had improvised three or four different dresses totally distinct one from the other, and he showed me a taffeta, striped, nutmeg blue, with a dash of peacock, and a soupçon of brown, on a pale buff ground.

M. Paquet's Designs.
I have also seen a black taffeta lightly shot with red, and color only visible in certain lights, with the thinnest of rose-buds printed upon it, a dress that will be worn with a large black hat, covered with transparent loops of black tulle and fixed upon the head with two large flat pearl pins in front. For M. Paquet is an artist in the last analysis, and will tell you exactly the style and coloring of hat that you require to suit your costume.

The chateausque old fashion of gentlemen greeting ladies with "Je baise main" is still in vogue, and Paris and women are discussing whether it is appropriate in our days of feminism.

Mme. Sarah Bernhardt is quoted as having said: "Vive le baise-main! I believe in it. It is an admirable New Year's gift, which by all means we ought to encourage and show our gratitude for."

She doesn't know, however, that it is a habit, but much rather a symbol, a sign of the times, a desire of a trace, let us look upon it as the kiss of reconciliation of the heart, an elegant sign of submission without dishonor, a gesture which contains a confession of having erred, a sincere promise, an appeal to our hearts, a heart-felt desire to be forgiven, and it is the "baise-main," the "kiss of love."

Mlle. Marguerite Brunet writes: "Should we go back to the hand kiss? I answer 'Yes' and 'No.' I say no for the women who consider themselves the equals of men. To the beautiful sign is ridiculous. But for the women who are satisfied to consider themselves as inferior to men, and I am one of them, I say, 'Yes.' Let us once more adopt this graceful custom."

"Don't get angry ladies! The interiors of men do not mean to say that we lack intelligence or capability, it simply means that we are the weaker, and that we need these thousands of little trifles which show affection and tenderness and which become the language of the heart. Let us leave the men in possession of all their prerogatives and let all who think as I do, I say: 'Adopt a friendly arm offering to assist you to cross the street, to hold your hand willingly to respectful lips. Do not let us lose this Old World politeness, this 'courtoisie' of good breeding which we are so prone to forget nowadays.'"

HOME RULE CRISIS COMES THIS WEEK

John Redmond and Winston Churchill Will Invade Ulster, Seat of the Opposition.

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BIG FUTURE SEEN

IN SAFETY DEVICE

Young British Engineer Invents Important New Apparatus for The Railroad Engineer.

Darlington, England, Feb. 2.—Trains that can never run past danger signals, that can never collide in fog—such is the mental vision of safety-railway traveling conjured up by the ingenious invention of a young Darlington electrician.

It is an invention in which the human element—which plays so vital a part in present-day railway work—is entirely obliterated, for neither the driver, nor the fireman, nor the guard, nor any other person has the faintest responsibility in its working.

Mr. J. D. Chisholm, of 20 Orchard road, Darlington, is the inventor of this device for effectually preventing railway disasters.

He is only twenty-six years of age, and his capacity for invention, he thinks, descended to him from George Stephenson, an ancestor in his mother's side. "I think," he said, "my apparatus controls a train independent altogether of the driver or fireman or guard. By its means, a train traveling at any speed—sixty miles an hour or more—can be brought to a standstill by a very simple automatic electrical device which is worked in conjunction with the ordinary signals."

The apparatus consists of three parts—plunger, or shoe, attached to one of the railway lines and connected with the signaling box, a contact brush underneath the cab of the engine, and a magnet on the engine spring connects with the plunger of the engine.

"When the signal is put against the train the shoe or plunger is thrust up from the inside of the track, and the driver falls to notice the danger signal the contact brush underneath the cab of the engine touches the plunger. This completes the electric circuit, and automatically the engine spring forces the plunger back to the starting or stopping position. In other words, the steam is completely, and automatically shut off, thus stopping the train as it is on the point of starting or stopping."

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NEW WORK FOR MAXIM

English Monarch May Be Deterred by Home Rule Issue, However.

London, Feb. 2.—Unless the plans of Sir Edward Carson and his confederate royal British fellow-subjects are too successful with the result that the Orangemen will be too busy clubbing and shooting fellow-travelers who are suffering from the delusion that they are fit to govern their own local affairs, it is the intention of King George and Queen Mary to pay a visit to the Emerald Isle in the middle of June. The royal couple will visit Belfast and Londonderry, and while in the latter town, they will formally open the new guildhall, which has been erected to take the place of the old building which was destroyed by fire three years ago. From Londonderry, the King and Queen will go on a cruise in the royal yacht "Hibernia" to the western and southern coast, landing for a visit to Galway, Cork, Queenstown, and an extended visit to the beautiful lake district of Killarney. This is as much as is known of the royal itinerary at present, but immediately after his return from India, King George will go over the details of the trip and probably fix a date for a visit to Dublin.

Aviation in England.
The coming aviation season promises to be of the highest interest. So far as this country is concerned, the great event of the year will be the first official aeroplane competition, which, I understand, will commence toward the end of July or the beginning of August, and continue for a whole month. Keen competition is expected between the British and foreign aviators. The result, it is said, will be the attempt to win the £25,000 prize money offered by the government.

Most of the machines seen at the last military contest at Rheims, notably the Nieuport, the Bristol, the Deperdussin monoplane, and the Broussard and the Farman biplane—will be entered, while a number of American, Austrian, and German machines will also be seen in the competition. But, however, formidable these foreign rivals may prove, British manufacturers and designers are looking forward with confidence to scattering the hosts with their own.

The greatest activity is prevailing just now in all English aeroplane factories. To name only a few, the Biscuitier works are further perfecting their new designed biplane, and the other day Mr. H. Barber tried with unqualified success, his Vickers I, a double-surfaced machine presenting many new features.

The most important innovation, perhaps, is the introduction of balancers, a step toward the solution of the well-known problem of constructing planes of various curvatures. The result, it is said, is that a much greater degree of control is obtained than has heretofore been found possible.

Another important development of the aeroplane industry in this country—the

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COUNTLESS ENDOWS TOWN.

French Noblesman Also Leaves an Ancestral Hereditary Fee.

Paris, Feb. 2.—An extraordinary will made by the Viscountess de Vaupetis has just been carried into effect. The viscountess was very fond of the town of Rome. She left it \$100,000, and in addition \$100,000 a year as provision for her pet dog.

She also left a book of music, which had belonged to Marie Antoinette.

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